

MINUTES

CITY PLAN COMMISSION/ARCHITECTURAL REVIEW BOARD

MARCH 17, 2008

The City Plan Commission/Architectural Review Board of the City of Clayton, Missouri, met upon the above date at 5:30 p.m., Chairman Harold Sanger presiding. Upon roll call, the following responded:

Present

Harold Sanger, Chairman
Steve Lichtenfeld, Aldermanic Representative (arrived at 5:55 p.m.)
Lenore Toser-Aldaz, Deputy City Manager
Debbie Igielnik
Scott Wilson

Absent:

Marc Lopata
Jim Liberman

Also Present:

Catherine Powers, Director of Planning & Development Services
Jason Jaggi, Planner
Kevin O'Keefe, City Attorney

Chairman Sanger welcomed everyone to the meeting and asked that conversations not take place during the meeting and that all cell phone and pager ringers be turned off.

MINUTES

The minutes of the regular meeting of March 3rd, 2008 were presented for approval. The minutes were approved, after having been previously distributed to each member.

NEW CONSTRUCTION – SINGLE FAMILY RESIDENCE – 7631 WESTMORELAND AVE (CONTINUED)

Mr. Kris McCurdy, developer, was in attendance at the meeting.

Catherine Powers explained that this is continuation of a request for a new single family residence. At the January 7, 2008 Plan Commission meeting, this request was tabled due to concerns regarding the storm water plan and access to the side entry garage. The applicant has made revisions to these plans and is requesting further consideration by the Plan Commission. The proposed project consists of a 2-story brick and stone single-family residence with a two-car below grade, side entry garage. The site measures approximately 8,155 square feet and is

located in the Hanley Place Subdivision. The proposed structure measures 4,100 square feet with a height of approximately 27-feet as determined from the average existing grade to the midpoint of the roof. The plans indicate that the existing impervious coverage is 2,972 square feet or approximately 36% of the site. The revised plans show impervious coverage at 4,206 square feet or 52% of the site. The impervious coverage has been increased slightly (31 square feet) from the previous plans due to the reconfigured driveway which allows easier access to the garage entry. The garage opening has been moved 3 feet into the structure, a single piece garage door is now shown, and the driveway has been lengthened to improve vehicular turnaround movements. A storm sewer is not located near this property. To mitigate storm water, the applicant is proposing a dry swale in the rear yard which will collect runoff from a majority of the site. The dry swale concept is similar to a rain garden except that plantings are not included in the design. Revisions to this dry swale feature have been made to allow for a 15-year storm event. These revisions include enlargement of the dry swale, inclusion of a pre-treatment storage area and two out-fall pipes in the rear. The Public Works Department has reviewed this storm water plan and finds it acceptable with the condition that the applicant file a maintenance agreement with MSD for the dry swale and pre-treatment area. Trash storage is located in an enclosure to the rear of the house and screened with a wood fence. The HVAC unit is shown on the site plan to be located in the rear yard and screened with a wood fence. The HVAC unit is 5-feet from the side property line. The applicant will remove 1 tree measuring 14 caliper inches. This tree will be replaced with 9 trees measuring 15 inches. The Public Works Department has indicated that the 24-inch street tree could be impacted by the construction of the driveway approach. If this tree is damaged by construction, the developer will need to replace the tree as required by the Public Works Department. Catherine indicated that staff is of the opinion that the applicant has addressed the storm water mitigation concerns which were previously raised by the Plan Commission. The applicant will be required to provide a maintenance agreement with MSD for the dry swale and pre-treatment area. Access to the side entry garage has also been improved since the previous submission and the escape well located in the side yard has been removed from the plans. The applicant must maintain tree protection during construction as required by the City for all trees remaining. If damaged by construction, the Public Works Department will require replacement of the street tree and the balance of caliper inches paid into the City's Forestry Fund. Catherine advised the members that staff's recommendation is to approve with the following conditions:

1. That the applicant file a maintenance agreement as required by MSD for the rear yard dry swale prior to receiving a building permit,
2. That the 24-inch street tree be protected during construction and if the tree is damaged by construction, the developer shall replace the tree and pay into the Forestry Fund as required by the Public Works Department.

Chairman Sanger reminded Mr. McCurdy that the members will first consider the proposed site plan. He asked that he discuss the changes made to the site plan since the previous proposal.

Mr. McCurdy indicated that the garage has been set back an additional 4 feet to improve the turning radius, improved the rear yard dry swale and removed the window well on the west side, as it was no longer needed.

Chairman Sanger asked for a definition of a dry swale.

Catherine Powers stated that a dry swale is very similar to a rain garden, except that a dry swale contains no plantings. A dry swale collects, holds drainage and slowly releases it.

Chairman Sanger asked if a dry swale requires periodic maintenance.

Catherine Powers replied “yes” as well as an agreement with MSD.

Scott Wilson asked about the relocation of the garage entrance.

It was noted that the entrance (garage door) has been moved further in 3-feet, not 4-feet as previously indicated by Mr. McCurdy. Mr. McCurdy concurred.

Being no further questions or comments, Scott Wilson made a motion to approve the site plan per staff recommendations. The motion was seconded by Debbie Igielnik and unanimously approved by the members.

The architectural aspects of the project were now up for review.

Catherine Powers explained that this is continued consideration of a request by Heritage Homes Construction, LLC, owner/developer, for review of the design and materials associated with the construction of a new single family residence at the subject site. This item was tabled at the January 7, 2008 Architectural Review Board meeting in association with the site plan concerns. The architectural changes since the last proposal are a result of the revisions made to improve the site plan. The garage entry has been changed from two doors to a single 20-foot door and has been moved 3-feet into the structure to provide easier vehicular access. The rear stairs and landing have also been adjusted as a result of the changes to the garage entry. The stairway leads into the rear yard with a concrete pad. In addition, the side yard escape well has been eliminated in favor of an egress window as required by Code. The height of the structure measures 27-feet from the average existing grade to the midpoint of the highest roof peak. The proposed residence will be constructed of red colored brick with natural stone as an accent material. A small amount of stucco-finished material is proposed on the rear chimney and the east side bay window. Windows will be casement tan in color. A below grade, side entry two car garage is proposed. The driveway is proposed to be exposed aggregate. A retaining wall on both sides of the driveway will be brick faced to match the residence. The roofing material will be asphalt shingles tan in color. Trash will be located in an enclosure off the rear of the house. The HVAC units are located in the side yard and screened with a cedar fence. Catherine indicated that the contextual drawing shows that the height of this structure will be approximately 4-feet taller than the house to the east and approximately 2-feet taller than the house to the west. Overall, staff feels the proposed development represents a high-quality design; however, staff has concerns with certain elements of the proposal, such as the front elevation shows two finials on the roof, which seem to be out of context with the neighborhood and the proposed stucco-finished rear chimney placed over the screened porch seems out of place with the rest of the design. Staff would prefer that these elements be removed from the plans to allow greater compatibility with the neighborhood. Catherine indicated that staff recommends approval with the conditions that the rear chimney be eliminated and that the finials be removed from the front elevation.

Mr. McCurdy presented a color rendering to the members. He provided a brief description of the various materials and presented the material samples to the members (brick, stone, window, and roof). He indicated that the finials were originally to be used as lightning rods for the house.

Chairman Sanger asked about staff's opinion regarding the proposed finials.

Catherine Powers stated that staff believes them to be out of context with the neighborhood.

Scott Wilson agreed with staff's recommendation about the rear fireplace. He asked if any consideration was given for the use of brick instead of a stucco finish.

Catherine Powers indicated that brick panel has been approved in other cases.

Mr. McCurdy stated that it caters to an outdoor living area.

Chairman Sanger agreed that if the fireplace is a feature that is to remain, the material should be more in keeping with the structure.

Mr. Mel Disney, 7507 Westmoreland, commented that the structure is too large for the neighborhood.

Chairman Sanger asked staff's opinion with regard to the size of the structure.

Catherine Powers stated that it meets Code and although would be one of the larger homes in the neighborhood, there are some that are of similar size. She reminded the members that at 27 feet in height, it is 3 feet shorter than Code permits.

Being no further questions or comments, Scott Wilson made a motion to approve with staff recommendation that the finials be eliminated and that if the rear chimney remain, that the material be approved by staff. The motion was seconded by Debbie Igielnik and unanimously approved by the Board.

REVISION TO PREVIOUSLY APPROVED PLANS (SITE PLAN & ARCHITECTURAL REVIEW BOARD) - MIXED USE PROJECT-7454 FORSYTH BOULEVARD (TRIANON)

Mr. Jay Case, Orchard Development, was in attendance at the meeting. Also in attendance was project architect, Chris Cedergreen with Forum Studio.

Catherine Powers explained that the previously approved plans contained three buildings consisting of 300 residential condominium units, 31,000 square feet of office, and 18,200 square feet of retail space. A total of 618 parking spaces were proposed on-site. The ratios of parking provided were 1.5 spaces per residential unit and 1 space per 300 square feet of retail/office area. The applicant is requesting an amendment to the site plan to provide 350 residential units (half of the units would be for-rent apartments) in two buildings, 33,500 square feet of total retail, and the elimination of the office space. Also proposed is a change in the parking ratio. The 175 apartment units would be provided parking at 1 space per unit, the 175 condo units at 1.5 spaces per unit, and the retail at 3.3 spaces per 1,000 gross square feet. The total proposed parking

associated with this amendment would be 559 off-street spaces. The proposed mixed-use project consists of two (2) separate buildings as follows:

Condo Tower Building – the tower building, located at the rear of the site remains largely unchanged except for interior changes to the building including the elimination of the office space on the 8th and 9th floors and an increase in first floor retail space from 1,600 to 8,200 square feet. The office space has been replaced with additional condominium units.

Apartment Building – the building fronting Forsyth and the Forest Park Parkway measures approximately 6 stories (or 79-feet in height along Forsyth) and contains 25,300 (19,577 leasable) square feet of street level retail and 175 apartment units.

The entire project consists of 350 condominium units and 33,500 square feet of retail use. Total square footage of the project including parking and mechanical uses is 760,000. Many aspects of the site plan remain unaffected by the proposed amendment. The overall site layout follows a similar pattern as previously approved. The primary changes include the reduction of buildings on the site (from three to two buildings), the relocation of the public plaza area from the east end to the corner of Forsyth and Carondelet Plaza, and the reconfiguration of the shared parking structure below the buildings. A traffic study was conducted previously for this project by the City from Crawford, Bunte & Brammeier (CBB) in 2006. A revised parking study, prepared by Woolpert, Inc., has been provided by the developer. Both traffic and parking are discussed in subsections later in this memorandum. The overall drainage plan has not been substantially changed. Drainage is accomplished by a natural slope and on-site retention and is adequate to assure that a nuisance will not be created. Detention is required and provisions have been made to accommodate this. As a result of the Project, 112 caliper inches of trees will be removed with 175 inches being replaced on-site, thereby exceeding the required caliper per caliper replacement requirement. Landscaping is adequate and tree caliper replacement exceeds removal. Staff believes the traffic recommendations, as made by Crawford Bunte Brammeier (CBB) have not been significantly impacted by this amendment and; therefore, a review of the changes by CBB has not been requested. The recommendations by CBB are primarily changes in striping and lane configuration. Pages 24 & 25 of the Traffic Study performed by CBB (“Attachment A”) states as follows:

“The proposed development is anticipated to have a nominal impact on operating conditions. In fact, the only location that would be noticeably impacted would be the intersection of Hanley Road with Carondelet Plaza/Carondelet Avenue. Modifications to the lane configurations and signal operations at that intersection were considered, but found to unsatisfactorily mitigate the impact of the site-generated traffic. Consequently, no improvements at that location are recommended.”

The Traffic Study does recommend some traffic mitigation consisting primarily of striping changes as outlined on Page 25 as follows:

Improvements at other locations could be implemented through re-striping within the existing pavement. These changes would be warranted based

upon base traffic conditions and their need would be exacerbated by the addition of site-generated traffic. To that end, the following improvements are recommended:

- Reconfigure Forsyth Boulevard to provide a continuous five-lane section between Carondelet Plaza/Jackson Avenue and Bland Drive.
- Stripe the northbound Carondelet Plaza approach to Forsyth Boulevard to provide a shared left-turn/thru lane and an exclusive right-turn lane.

Finally, CBB reviewed the impact of this project to the neighbors to the north, particularly as it relates to Jackson Avenue, and concluded as follows:

“The City of Clayton Planning and Zoning Commission expressed concerns related to traffic volumes on Jackson Avenue as a result of previous development plans for the subject site. Based upon analyses for this study, it was estimated that proposed development would add approximately 25 vehicles per hour to Jackson Avenue during each peak hour, and delay increases at the intersection of Forsyth Boulevard and Jackson Avenue/Carondelet Plaza would be nominal. Therefore, it is our professional opinion that the proposed development would not have a significant impact on Jackson Avenue.”

On-site circulation and access is similar to the previously approved site plan. Staff observes the most significant change is the lack of access from the circle auto court to the service drive along the Forest Park Parkway and garage has been removed. This change results in the parking access being entirely restricted to the service drive. The loading dock has been reconfigured but is in the same general location with access off the east service drive. A total of 559 parking spaces are being proposed on-site; 1.5 spaces for each condominium unit, 1.0 spaces for each apartment unit and 1:300 for the 33,500 square feet of gross retail space. As presented, the Zoning Ordinance would require a total of 812 spaces at 2 spaces per residential unit and 1 space for every 300 gross square feet of retail space. The applicant has presented a parking study, prepared by Woolpert, Incorporated, which provides justification for a parking reduction. As an additional consideration, this project is located within the proposed Forsyth Station Transit Oriented Development (TOD) Overlay District which encourages the use of MetroLink for transportation. Woolpert has revised their previous parking study to reflect the new plans. Because of the TOD status, Woolpert’s Parking Study indicates a need for 476 parking spaces; 83 spaces less than the project proposes since the developer is meeting the Zoning requirement for the retail portion of the project. The Woolpert parking study (“Attachment B”) concludes that 476 spaces are needed by this project to assure adequate parking. Woolpert’s Study states:

“Although it is recognized that different cities offer various levels of transit service, justification exists for a reduction in parking for the proposed development. Based on the studies listed above, the minimum reduction in parking demand for Transit Oriented Development has been found to be approximately 20%. Also noted above are references from the ITE Parking Manual indicating that urban developments require less parking than their

suburban counterparts. Based on these reports and ITE Parking Manual references, a recommendation is being made for an approximate 20% reduction in estimated parking demand for this TOD. The following table shows the recommended minimum parking and the total parking available for this development.”

Development	# of Units or Sq. Feet	Recommended Min. Parking Requirements	Total Parking Spaces Required	Parking Spaces Available
Condos	175 units	1.17/unit	205	263
Apartments	175 units	1.09/unit	191	175
Retail	33,101 sq. ft.	2.42/1,000 sq.ft.	80	519*
		TOTAL	476	957

***400 spaces available at the Ritz Carlton Parking garage.**

The Woolpert parking study concludes that with the available parking located nearby for the commercial portion of the project and its design as a TOD project that there is sufficient parking being provided. The study further recommends that a rental car (or car sharing) program be introduced for the residential portion of the project which could further reduce parking demand.

Catherine Powers stated that staff is of the opinion that the revised project retains many of the previously approved benefits as a Planned Unit Development and remains in compliance with the Clayton Business District Master Plan (1993). These benefits include:

- a) The provision for City streetscape along the perimeter of the site;
- b) The installation of public art as part of the project;
- c) Upscale retail component;
- d) Extraordinary landscaping and greenspace provisions;
- e) Provision of new public infrastructure including, but not limited to streets, curbs, sidewalks, sanitary sewers, storm water sewers, lighting and public parking;
- f) Inclusion of street level landscape plaza area available for public use; and
- g) Inclusion of special access features or provisions to existing or planned public transit facilities; and
- h) LEED certification.

In addition to the positive impact upon a parcel of land that has been vacant for 15 years, this project is unique for the City of Clayton and represents a Transit Oriented Development (TOD) utilizing proximity to the MetroLink Station to provide a mixed-use development featuring a condominium component and, with the proposed amendment, the City’s first quality apartment project in many years. A significant retail component remains a part of the project.

The relocated public plaza will bring life and excitement to this area of Forsyth and will compliment the proposed Carondelet Retail Village immediately to the west. Staff recommends that the amended site plan be reviewed and input provided to the developer and that the following conditions, as approved in the original plan, remain in consideration of the amended site plan:

1. That a subdivision plat or other mechanism to allow dedication of property be approved prior to the issuance of building permits;
2. That an 11 foot Right-of-Way be dedicated for streetscape per requirements of the Public Works Department;
3. That streetscape be installed per City specifications;
4. That curbs and crosswalks be designed per City of Clayton specifications;
5. That all recommendations by the Traffic Study as contained in the subsection related to traffic be implemented and revised plans for Public Works review be submitted prior to building permit issuance;
6. That the developer work with the City's Art Commission to provide public art for the project, which may include the proposed water feature. Such art to be approved by the City's Architectural Review Board prior to installation and occupancy permit issuance;
7. That Fire Department access and fire hydrant installation be finalized prior to building permit issuance; and
8. That the developer commit to LEED certification.

Mr. Case indicated that staff went over the proposed project changes very well.

Mr. Case began a PowerPoint presentation.

Mr. Case explained that there are a couple of issues that they have been struggling with; one being the parking issue. He stated that the new parking configuration works better structurally. He stated that the other issue is the number of condominium units. He stated that they are now asking for 175 apartment units and 175 condominium units in two buildings (previous proposal was 3 buildings). The location of the public plaza area, which is the same or a bit larger than previously proposed, has been relocated to the corner of Forsyth and Carondelet Plaza to make it more prominent. He stated that the buildings have been changed architecturally as well. He stated that the office space that was proposed for the condo tower has been eliminated and replaced with condominium units. He indicated with regard to parking, their proposal provides 1.5 spaces for each condominium unit. He advised the members that 47 of the condominium units have been sold; 26 of them have one parking space and 21 of them have two parking spaces, so as a result, they are a bit ahead of their ratio but by the time all are sold, they

will most likely catch up with that ratio. He stated that retail space has been increased to approximately 33,500 square feet and that it has been improved from the previous proposal by providing more exposure and by providing ample parking. Mr. Case provided an explanation of the rental car availability for apartment residents whereby individuals rent a vehicle and are charged based on how long the car is used. He stated this is very popular downtown and in Chicago. He stated there is also an opportunity to use lifts, so two cars can be parked in one space. He stated that there is no doubt that ample parking will be available for this project, between this garage and the Plaza office garage, there will be about 500 open spaces at any given time. He reminded the members that this is a TOD.

Slides depicting the site plan, elevations, floor plans and renderings were presented.

A brief discussion regarding parking lifts ensued. Mr. Case explained that the lift concept is similar to tandem parking, except the cars are vertically tandem.

Mr. Case stated that he hopes to have primarily service retail, maybe a Starbuck's Coffee House and a couple of large restaurants.

Chairman Sanger asked if there are 119 retail spaces on the property.

Mr. Case replied "yes". He stated that the loading dock is now internal.

Chairman Sanger asked if there is ample room for trucks to access and exit the loading area.

Catherine Powers stated that both the Fire Department and Building Official are satisfied with the configuration.

Chairman Sanger asked if parking is segregated for the three functions (condos, apartments, retail).

Mr. Case showed the location of the condo parking. He stated the retail and apartment parking is within one facility and that the spaces would have to be marked accordingly.

Steve Lichtenfeld asked if the retail patrons will use the same elevator as that used by apartment residents.

Mr. Case stated he had not thought about that and that there should be some public access point.

Mr. Cedergreen provided a brief explanation of the architectural aspects related to grade.

Steve Lichtenfeld stated he likes the way the building parallels the street, as he believes it strengthens Forsyth; he likes the way parking access is being handled and that he likes the courtyard area. He stated that he does, however, have concerns with the walk-thru in that it is almost alley-like.

Mr. Case agreed. He stated that it is a work in progress. He stated they would like to incorporate a canopy and they want people to feel safe as they utilize the walk-thru.

Steve Lichtenfeld stated that right now, it seems more like a narrow corridor in relation to the building and that he would like to see a more gracious ending at both Forsyth and the plaza area. He stated his other concern relates to accessibility and that there should be an easy way for those individuals who cannot use stairs to get from the parking area to the retail area.

Mr. Case stated that can be accommodated.

Chairman Sanger asked if there were any other questions with regard to the site plan.

None were received.

Chairman Sanger asked Mr. Case if he had any questions or concerns with regard to staff's recommendations.

Mr. Case replied "no".

Being no further questions or comments, Steve Lichtenfeld made a motion to approve the site plan as presented per staff recommendations. The motion was seconded by Scott Wilson and unanimously approved by the members.

The architectural aspects of the project were now up for review.

Catherine Powers explained that this is an amendment to the previously approved plans for the Trianon Project. The proposed project will be located on a piece of property which has been vacant for many years. The proposed project consists of two (2) buildings (a twenty (26) story, 299 feet in height mixed-use tower building and a six (6) story, 79 feet in height apartment and retail building) as follows:

Mixed Use Tower Building

The proposed mixed use 26-story residential tower consists of five stories of above ground parking, a lobby level and approximately 20 levels of residential condominiums. The tower building is located toward the rear of the site in conformance with Plan Commission recommendation. The material is brown brick with a pre-cast stone base and accents. The windows are silver tone and balconies are a light colored mesh materials. The roof is flat, but the mechanical penthouse will be designed to match the building's exterior. The only revision made to this portion of the project is the elimination of the 2 stories of office space and additional square feet of retail space on the ground level. The design and materials remain the same as previously approved.

Apartment Building

This is a new element to the plan, which consolidates the previously approved Terrace and Loft Buildings into one, 6-story building containing 175 apartments and 25,300 gross square feet of retail with a plaza at the intersection of Carondelet and Forsyth.

The apartment facility will be constructed of brick and stone with metal panels under the windows. There is a curve to the building which follows the movement of the street. The roofline is a stone material and protrudes from the building, providing an articulation that works well with the design. The retail is glass storefront with entrances off Forsyth. An aluminum sign band is depicted on the plans, but not fully articulated. There is a public plaza at the corner of Forsyth and Carondelet which features outdoor dining for an adjacent restaurant space as well as a sitting area for the public. A water feature, which is incorporated into the plaza area, is being considered public art and will be resubmitted in final form to the Architectural Review Board after Art Commission review.

There is a linkage between Carondelet and Forsyth that appears to be a stairway entry off Forsyth leading to the parking garage and auto court.

Catherine stated that staff believes that the project materials are in keeping with what is expected for this location. The change in plaza location will coordinate well with the proposed Carondelet Village Project; however, there are elements of the design that lack articulation or detail and revisions to the plans should be made to address these specific items, including the linkage between Carondelet and Forsyth, which is not well identified and does not invite pedestrian use. Catherine indicated that the building appeared massive on a previous proposal, but staff is now more comfortable with the articulation that has been incorporated and that staff is satisfied with the greater detail provided for the outdoor public plaza area. Catherine stated that staff currently has only one recommendation which is to provide a more visible and inviting linkage between Carondelet and Forsyth and the parking structure.

(Note the following comments were included in staff's memorandum:

1. Provide offsets or other articulation to break-up the mass of the apartment building;
2. Provide better detailed plans for the Outdoor Public Plaza;
3. Eliminate the metal squares under the windows; and
4. Provide a more visible and inviting linkage between Carondelet and Forsyth and the parking structure.)

Mr. Case commented that a previous proposal included a curved façade along Forsyth. He stated they have returned somewhat to that type of design element and that they have brought the retail forward so it sits square on the street. He presented color renderings and material samples to the members (brick, stone, and glass).

Mr. Cedergreen stated that this project will be one of the main entrances into Clayton. He stated they have simplified the organization of the buildings and kept the base, middle and upper sections simple and distinct. He stated the vertical gray stripes were utilized to help break up the mass of the building. A brief description of the design elements was provided. Mr. Cedergreen then provided an explanation of the materials; clear Low-E double glazed glass, reddish/orange brick, gray/beige brick (for the top floor, base and vertical stripes) that will all be trimmed with a cap limestone.

Scott Wilson commented that it is a good looking project.

Debbie Igielnik asked about staff's recommendation (as contained in the memorandum) to eliminate the metal squares under the windows.

Catherine Powers informed the members that staff received a more detailed explanation of those squares and is now more comfortable with them.

Steve Lichtenfeld commented that overall, it is a good looking project. He stated he is a little concerned about the windows as they appear to be a multiple of a single window; some are tall and some have metal panels below and are almost dormitory-like. He asked if the windows that appear to be a double window could be made to look like a bigger pane of glass.

Mr. Case indicated that they want to show a pattern of windows as opposed to doing some as tall and some as small, punch windows. He referred to the Plaza and The Crescent buildings, stating they contain punch windows as they are smaller top to bottom, whereas these proposed patio windows are almost floor to ceiling so they will have a nice open feel to the living rooms of those units; however, for the bedroom windows the need to furnish them is crucial and they want to avoid seeing furniture through the windows from the street. He stated the importance of balancing the efficiency with the appearance.

Steve Lichtenfeld commented that if the metal panels looked more like glass, it would enhance the visual quality of the building.

Mr. Cedergreen indicated that is something they could certainly look at.

Steve Lichtenfeld asked that they work with staff to accomplish this.

Chairman Sanger asked Mr. Case for the anticipated timeline of this project.

Mr. Case indicated that they anticipate beginning the project by June 1st. He explained that they do have to sell some more units.

Chairman Sanger asked who is involved with this project.

Mr. Case informed the members that they fully intend to use Clayco as the general contractor for this project.

Chairman Sanger stated he likes the project and that if Mr. Mehlman's project comes to fruition that will make for a very exciting intersection.

Being no further questions or comments, Steve Lichtenfeld made a motion to approve with staff recommendation No. 4 (provide a more visible and inviting linkage between Carondelet and Forsyth and the parking structure) and that the metal squares below the windows be replaced with a spandrel glass per staff review and approval. The motion was seconded by Scott Wilson and unanimously approved by the Board.

Being no further business for the Plan Commission/Architectural Review Board, this meeting adjourned at 7:15 p.m.

Recording Secretary